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PRICE ONE CENT.

NEW YORK, WEDNESDAY, SEPTEMBER 5, 1894.

COOK PARTY ALL SAFE,

Its Members Arrive at South Sydney, Cape Breton, on the Rigel.

Steamer Miranda Was Abandoned in a Sinking Condition

MANY HARDSHIPS AND PERILS.

A New York Boy of Thirteen the Youngest One of the Excursionists.

copyrighted, 1894, by the Associated Press) NORTH SYDNEY, C. B., Sept. 5 .- The hooner Rigel, of Gloucester, Mass., Capt. G. W. Dixon, arrived here to-day having on board the crew and passengers of the steamer Miranda, which left New York July 7 with Dr. F. A. Cook's Arctic Expedition. All the party are

On Aug. 9 the Miranda struck a rock near Bukkertoppen. West Greenland, and Aug. 23, in Davis Strait, latitude about The particulars of the expedition and

sastrous termination are as folows: After repairing the damage sus-17, the Miranda left St. John's, N. F., on and. Much ice and fog were unexpectone time the vessel came near being sclosing ice all around.

Considerable apprehension officers, and visions of the fate of arose among the passengers, as the iron with the terrors of Arctic navigation. floes was found, and the ship driven

The southwest coast of Greenland was blocked with ice that no landing could be made until Aug. 7, when the spediton reached Sukkertoppen, in lattude 65.25. Leaving this port on he morning of the 9th for Disco, the essel had proceeded about seven miles ed when she struck with treendous force on a hidden reef. Every thing loose went flying forward. The steward, Joseph Farrell, was struck by trunk and slightly injured. A party at breakfast found themselves piled up ith dishes and viands at the end of the cabin.

Three times the high waves lifted the ship and let her down with a crash cense of William H. Eldridge, captain that shook her from end to end. When and pilot of the New York Central Railshe floated off, great excitement pre- road Company's tug No. 20, for thirty saired, as the vessel was soon seen to be settling. The boats were swung off and everything made ready to abandon the steamer. It was found, however, that the main injury was beneath the ballast tank, which filled so rapidly that the pumps could not control the inflow. But the water-tight bulkhead protected the other compartments and Eskimo pilots having at length come off in their kayaks, the steamer was gotten safely

Asyaks, the steamer was gotten sately into harbor.

As it was considered unsafe to proceed further with the damaged vessel, the situation of so large a body of excursionists on this inhospitable coast was not encouraging, especially when it was found that the Danish steamer, which regularly visits the settlement, had been stove in by ice and would not arrive this year. It began to look as if the expedition would have to winter in Greenland, and short rations were served in anticipation of such a catastrophe.

It was learned, however, through the Danish Governor, that several American fishing schooners were on the halibut banks near Hoisteinborg, 120 miles north. To secure one of these vessels Dr. Cook, with Means.

Dil was learned, however, through the phinish governor, that several American Sahing achooners were on the hailbut Sahing achooners were on the hailbut Sahing achooners were on the hailbut Sahing and the Sahing and the Sahing and the Sahing tendency of the people on the disabled steamship. The passengers were transferred to the Rigel and brought her to the assistance of the people on the disabled steamship. The passengers were transferred to the Rigel and brought her to the assistance of the people on the disabled steamship. The passengers were transferred to the Rigel and brought her to the assistance of the people on the disabled steamship. The passengers were transferred to the Rigel to the Miranda then took the Rigel in tow and left Sukkertoppen on Aug. 21, the disable tank, on which an enormous hydrostatic pressure was exerted. Shaing the boller was according to the Rigel to stand by. The night was cold, thark and forgy, and the vessels bounded like balls on the billows.

On board the Miranda all was contained the Miranda all was conta

was a failure from a scientists standpoint, as it was also from that of the sportsmen. The journey home was without other incidents than adverse winds, the inconvenience of close quarters and insufficient provisions, only ten days' supplies for forty men having been placed on the Rigel, and the addition of the Miranda's crew made ninety-one persons on board this little craft of 107 tons.

The passengers slept in the hold, on top of the salt and fish. Gulls and other sea birds constituted the only fresh meat of the party for the last ten days.

Too great credit cannot be given to Capt. Dixon and the crew of the Rigel for their efforts in behalf of those whom they had rescued. The party will have a banquet at South Sydney before dispersing, at which time a handsome testimonial will be presented to Capt. Dixon.

The lost steamship Miranda was built

Dixon.

The lost steamship Miranda was built in 1884 for the St. John and New York trade. She is famous as the vessel which lost the celebrated Leary timber raft off Long Island Sound. For two years past she had been running to Central America and the West Indies. She is said to have been insured for \$30,000.

The Miranda was a steamer of 1,158 tobs gross. She was built at Newcastle, England in 1884. She was 220 feet long, 31 feet beam, and 23.5 feet deep. She was one of the Red Cross line, and was owned by C. T. Bowring & Co. Messrs, Bowring & Archbald were her agents in this city.

In addition to Dr. Frederick A. Cook, who was in charge of the excursion, the following scientists were on board when the steamer sailed from New York.

Prof. William H. Brewer, of Yale; Prof. G. F. Wright, of Oberlin College, and Prof. B. C. Jillison, of Pittsburg, geologists; L. L. Dyke, of Kansas State University, zoologist; Samuel P. Orth and B. F. Staunton, of Oberlin, assistant zoologists; E. A. McIlhenny, of Louisiana, ornithologists; Prof. Elias P. Lyon, Harvard School, Chicago, biologist; Dr. Julius F. Vale, of St. Louis, and Dr. R. H. Cramer, New York, surgeons; Louis I. W. Joyner, Poughkeepsie, entomologist; Russell W. Porter, of Eoston, and Robert Da P. Tytus, of New Haven, surveyors; H. C. Walsh, historian.

The scientific staff was assisted by

Foston, and Robert De P. Tytus, of New Haven, surveyors; H. C. Walsh, historian.

The scientific staff was assisted by Maynard Ladd, J. R. Fordyce, H. Cleveland and Frederick P. Gay, of Harvard, and W. H. Dunning, C. P. Lien, Lineaweaver, J. I. Lineaweaver, Arthur R. Thompson, A. P. Rogers, A. G. Brown and J. H. Rumril, of Yale.

The officers of the Miranda were Capt. William James Farrell, First Officer Geo. Manuel, Second Officer Edward Doody and Third Officer John Dahl.

Among the well-known sportsmen who accompanied the excursion were Robert D. Perry, of Braintree, Mass.; George W. Gardner, ex-Mayor of Cleveland; Walter S. Root, of Cleveland; Ashley C. Clover, ex-Prosecuting Attorney, of St. Louis; William Bryce, jr., of New York; S. G. Tenney, of Williamston, Mass.; James D. Dewell, of New Haven; W. H. H. Armstrong, of Newburg, N. Y.; Dr. William A. Reeve, of Patchogue, and Dr. R. O. Stebbins, of New York. Charles E. Reed accompanied the expedition as taxidermist, and F. A. Kersting, of New Jersey, as photographer.

Carl Garretson, the thirteen-year-old

nedition as taxidermist, and F. A. Kersting, of New Jersey, as photographer.

Carl Garretson, the thirteen-year-old son of Supreme Court Justice Garretson, of New York, was the youngest member of the expedition.

A telegram was received from St. John's, N. F., dated July 24, which stated that the Miranda had been in collision with an iceberg on July 17, at 8.30 in the morning. The collision took place when the steamer was about five miles to the northward of Belle, Isle, during a dense fog. She put into cape Charles harbor, where temporary repairs were effected, and then proceeded to St. John's, where she arrived on July 24.

On the evening of July 28 the expedition again started northward, after fraction and then proceeded to St. John's, on the party left the steamer before sailing. She returned to St. John's on the same evening on account of the heavy fog which prevailed, and remained at anchor until 8 o'clock on the morning of the 29th, when she again proceeded on her voyage. At that time a steamer, which had just arrived at St. John's, reported a large number of icebergs scattered over a large area.

On Aug. 12 the steamer Grandlake from Labrador, arrived at St. John's, N. F., and brought as passengers Messrs, Lineaweavers, Tenney, Tytus and Root, who were landed from the Miranda.

PILOT WAS SLEEPING.

cense Was Taken Away. The United States Local Inspectors of

Steam Vessels have suspended the li-

she floated off, great excitement prevalled, as the vessel was soon seen to be settling. The boats were swung off and everything made ready to abandon the steamer. It was found, however, that the main injury was beneath the ballast tank, which filled so rapidly that the pumps could not control the inflow. But the water-tight bulkhead protected the other compartments and Eskimo pilots having at length come off in their kayaks, the steamer was gotten safely into harbor.

As it was considered unsafe to proceed further with the damaged vessel the situation of so large a body of excursionists on this inhospitable coast was not encouraging, especially when it was not encouraging, especially when it was not encouraging, especially when it was

SIXTEEN PROBABLY DIED.

Part of a Fishing Vessel's Crew Picked Up by the Ohio.

(By Associated Press.)
QUEENSTOWN, Sept. 5.—The American line steamship Ohio, Capt. Boggs, from Philadelphia on Aug. 26, which ar-

The Famous Craft Goes to the Bottem of the River.

Crossed the Atlantic but Couldn't Stand a Chicago Storm.

Was One of the Popular Exhibits at the World's Fair.

CHICAGO, Sept. 5.—After salling thousands of miles over the Atlantic Ocean, up the St. Lawrence and through the lakes to Chicago without a mishap,



of

All

The

Want

Columns

Wants for the

SUNK. DEATH AND FIRE FROM THE GAS.

Anton Hirschorn Found As phyxiated in Bed and His Room in Flames.

ONE GAS JET WAS LIGHTED

Another Was Wide Open, and this Caused the Subsequent Blaze.

WAS IT ACCIDENT OR DESIGN ?

Reasons for Believing that the

THE VIKING BHP.

THE VI

Exit the Old Senator, Enter the New.

overboard.

"The yacht anchored near the spot where the collision occurred.

"The Express had thirty feet of her port guards torn off in the collision and put back to the slip at One Hundred and Thirtieth street for repairs. She carried on her deck eighteen loaded freight cars.

what the expense of repairing her would be.

The Alicia is a steel, schooner-rigged stemer of the most modern type. She is 180 feet long over all, 160 feet on the water line, 24 feet beam and 9 feet 6 inches draught. She is fitted with triple expansion engines, capable of high speed. She was built to Mr. Flagler's order in 1800 by Harlan & Hollingsworth, of Wilmington, Dei.

Her constructors had carte blanche in fitting up the yacht's saloon and living quarters, and she is perhaps the handsomest and most costly vessel of her size among the many luxurious pleasure craft of to-day.

WRECK AND A DEAD WHALE. Interesting Things Seen by the Ger-

man Steamer Standard. The German steamer Standard, under Capt. Schleimich, arrived from Rotter dam this morning.

eight miles northeast of Nantucket light-ship, she passed a vessel's lower mast standing upright in the water. The Standard did not stop to explore the wreck. An hour or so later the steamer passed a large dead whale.

CAPT. STEPHENSON'S FATE.

quarters to-day. Commissioner Sheebar steam yacht was coming down the river, heis President, on its clambake at Coithe freighter having a big load of cars. T lege Polat: President Martin was nursa member of a cotton broker and size a member of the firm of Birdsey's a member of the firm of the

DOT Hundred and Thirtieth street for repairs. She carried on her deck eighteen loaded. "Fortunately for both vessels, the blow was a giancling one. Had they ach struck head on against the Express as carried her far lifst the transfer-loat and would probably have sunk both. Had the blow been given by the Express as the bow been given by the Express as the seen stove literally to pieces."

H. M. Flagler came shown from his government of the landed at the New York Yacht Club pler, foot of East Twenty-sixth street, with a first propriete called at his office in the Shath and the damage of the full street, and every hand a first propriete called at his office in the Shath and the fall of the street of the street

SHOP

Tailor Goldberg Has Only His Benches Left.

Thieves Ransacked the Place and Took \$400 Worth of Stock.

His Door Was Padlocked and There Was Only One Key to It.

When Joseph Goldberg locked up his when Joseph Golders Beest up his tallor shop at 34 Division street at 8 the Tombs Police Court for a wo'clock last night he had over \$409 worth for her husband's arrest. She of goods in it. When he opened his more that she did not believe him a safe at 5 o'clock this moning there was not a person to be at large, and upon her sign of his stock. Everything he owned statement the Court issued a warrant. had been stolen in the night.

Goldberg's shop is in a big six-story building, which is occupied for the most building, which is occupied for the most to have a hard tusale in arresting part with sweat-shops. The front door O'Hara, stopped at the Church street of the place is left open over night, for police station and asked for assistant there are a number of the shops where the people work a portion of the night. On Goldberg's floor there was a big red padlock, for which there was only one key. This key was carried by a the rear of the tenement.

the shop. Goldberg and Ellion were together

"There will be no charges to-day."

HANGED FROM HIS BED.

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party.

There were thirteen tailors working in the shop. It is one of the few shops in the city where the men are not on a strike. Their wages were lately incressed and the men were perfectly satisfied. Goldberg said that he did not believe the strike had anything to do with the robbery.

(By Associated Press.)
MASON CITY, Ia., Sept. 5.—The town

f Dows, in Wright County, population Hostlers' Protective and Benevolent .000, was wiped out by fire Monday night. Firemen from Iowa Falls and larion responded promptly to appeals for help, but were powerless. The lass will reach \$100,000.

Printed To-Morrow will Read Your "House and Home" Ad,-If It's There.

All the Readers of The Worlds

WIFE SHOT BY MISTAKE.

O'Hara Was Firing at a Policeman Who Was Trying to Arrest Him.

SUPPOSED TO BE INSANE.

Mrs. O'Hara Jumped Between Them and Received a Bullet in Her Breast.

HER CONDITION IS CRITICAL

The Maddened Man Finally Overcome After a Terrible Struggle.

James O'Hara, twenty-eight years old, accidentally shot his wife, Catherine, while blazing away at a policeman with 38-calibre revolver in their apartments at 27 Washington street this morning.

The woman received the builet in her right breast, and it is believed that the wound is mortal. O'Hara is a strapping, big man, who

used to do work along shore before he married the woman he shot this morning. They had been married two years, and since the day the pair were made one O'Hara has not sone a stroke of work. His wife supported him by doing old bits of work, and he succeeded in getbits of work, and he successed in liquorating money enough to keep him in liquorating money enough to keep him in liquorating money enough to keep him in liquorating money area. When her husband until a few days ago, when her husband began to develop symptoms of insanity He became violent last night and flourished a 38-calibre revolver, threatening to kill her if she did not give

him more money for drink.

This morning Mrs. O'Hara applied of giving it to Officer O'Connor to serve. The latter, learning that he was likely Policeman Cornelius J. Sullivan was detailed to assist him. The poll then repaired to 27 Washington street.

The O'Haras lived on the top floor in

knocked on the door, and it was opened a few inches. O'Hara peered out, and seeing that

ers Fight Against Andrews. A case of great importance, involving the rights of 3,500 city employees, came up in the Superior Court to-day.

Patrick McCloskey and Patrick Mo-Nulty, memebers of the Drivers' and Union, were a short time ago employed Union, were a short time ago employed as drivers in the Street-Cleaning Department. They claim they were unjustly removed by Commissioner Andrews, without hearing or trial.

The union employed Messrs, Afred and Charles Steckler to commence proceedings to secure their reinstatement, and to-day ex-Judge Alfred Steckler, on behalf of the discharged men, made a motion before Judge McAdam, Superior Court, Special Term, for a mandamus against Commissioner Andrews to compel the reinstatement of the men. men.
Mr. Steckler contended that inasmuch

Mr. Steckler contended that Inasmuch as the drivers were members of the unifirmed force of teh Department, they could not be removed unless charges were served upon them, and a trial had, in accordance with law.

Theodore Connolly, Assistant Corporation Counsel, on behalf of the Commissioner, claimed that the men were not entitled to a trial before dismissal, and that the Commissioner, in removing them, acted within the law.

The Court reserved its decision.